

INRA - 1027
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25 January 1963

MEMORANDUM FOR : The Record

SUBJECT : Availability of Four Additional
J75P-13 Engines for U-2 Aircraft

1. A meeting with [redacted] and [redacted] of Pratt & Whitney Division on 23 January at Hartford revealed the following:

(a) Normal lead time for delivery of subject engines is 12 to 14 months.

(b) By a unique set of circumstances involving borrowing a combination of long lead time parts peculiar to the P-13 engine from presently adequate commercial service stores inventories and by borrowing basic J75 engine parts from production float, two engines can be delivered in July 1963 with two more following in August 1963 if a "go ahead" is given prior to 1 February 1963.

(c) If a "go ahead" is given before 1 March 1963 but after 1 February, two engines can be delivered in August 1963 with two more in September 1963.

(d) If a "go ahead" is delayed until after 1 March 1963 the situation must be reviewed again before any commitments are made.

(e) By 1 March 1963, service stores inventories will have decreased and production float for the basic J75 engine will have been depleted substantially due to phasing all J75 engines out of production. Further ordering of long lead time parts for J75 engine production is terminating now. The last production J75 engine is scheduled for delivery in April 1964.

[redacted]
Development Division
OSA-DD/R

Distribution:

1-AD/SA
2-C/BD/OSA
3-LES/OSA
4- [redacted]
5- [redacted]
6- [redacted]

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IDEA-1028

28 January 1963

Dear Art,

The following is the UR information from Det H for the month of December 1962.

12-1 SP-108136-16, Regulator, Fuel Tank Air Pressure, S/N 39P1430. Flt time 66.40. Insufficient pressure out-put - replaced with serviceable part, S/N 36P-590.

12-2 SP-B419-2B, Inverter, Main, S/N 7386, Flt time 40:55. Frequency erratic varies from 329 - 422. Replaced with serviceable part, S/N 7226.

12-3 61308-6, Relay, Destructor Delay, Flt time 64:00. Time delay relay would not meet spec per S/B 659. Replaced with serviceable part.

12-4 6685-589-0073, EGT Amplifier, S/N B2078. Amplifier 8 degrees low on functional checkout.

12-5 SP-106380-2, Flow Regulator & Shut off Valve, S/N 86P-176, Flt time 21:15. Pressurization fluctuates, valve unsteady, replaced with S/N 85P-110.

12-6 SP-BU103104, Instrument Fuel Counter, S/N None, Flt time 65:25. Instrument stuck on ground run. Replaced with serviceable part.

12-7 SP-47532-3, MAG Amplifier, S/N 56-157, time unknown. Inadequate heat in automatic. Replaced with serviceable part S/N 56-163.

12-8 6685-589-0073, EGT Amplifier, S/N B-969, Flt time 57:25. Amplifier reading 15 degrees low. Replaced with serviceable part S/N B1117.

12-9 SP-183-013-A100, EGT Indicator, S/N B685, time unknown. Replaced with serviceable part S/N B669.

12-10 SP-106380-2, Flow Regulator & Shut off Valve, S/N 85P-110, Flt time 7:05. Valve oscillates in automatic. Replaced with serviceable part, S/N 66P167.

12-11 SP-1043661, Refrigerator By-Pass Valve, S/N 56P-218, Flt time 66:40. Valve sticky. Replaced with serviceable part, S/N 126P-307.

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12-12 SP-R329-3, AC Generator, S/N PY-711, Flt time 66:40. Wire harness burnt. Replaced with serviceable part, S/N PX-768.

12-13 SP-R329-7, AC Voltage Regulator, S/N none, Flt time 66:40. Replaced Voltage Regulator when AC Generator malfunctioned. Standard procedure.

12-14 SP-R329-3, AC Generator, S/N PY-774. No time accumulated, generator was drawn from supply and found to be wired incorrectly. Shop personnel wired generator to LAC print.

12-15 SP-R329-3, AC Generator, S/N PY-CX-674. No time accumulated, generator was drawn from supply and found to be wired incorrectly. Returned to Depot.

12-16 AN-5820T3, Turn and Bank Indicator, S/N 4779. Time unknown. Ball would not center, replaced with serviceable part, S/N 24-0879.

12-17 SP-47532-3, MAG Amplifier, S/N 56-163, Flt time 16:45. Insufficient heat in automatic. Replaced with serviceable part, S/N 16-125.

12-18 6685-589-0073, EGT Amplifier, S/N B117, Flt time 16:45, EGT jumped during flight - up-down from normal reading. Replaced with serviceable part, S/N B849.

12-19 SP-182-013-A100, EGT Indicator, S/N B669, Flt time 16:45. Replaced indicator for a match set with replaceable MAG Amplifier, Ref: 12-18, Replaced indicator S/N C1835.

12-20 SP-419-2, Main Inverter, S/N 7226, Flt time 43:15. Frequency varies. Replaced with serviceable part, S/N 7279.

12-23 HK-738000-502, Shutter, S/N 67. Motor Wind, HK-738143 malfunctioned during flight. Inspection showed the motor was intermittent with power at the motor. The motor could be started by slightly turning the manual wind knob or tapping on the motor case. Motor had 8475 cycles.

12-24 SP-14500-1, Control, Mach Sensor, S/N 1905, Flt time 68:40. Replaced for poor synchronization.

12-25 SP-14500-1, Control, Mach Sensor, S/N 1935, Flt time 7:05. Would not hold airspeed within 2 knots. Replaced item with serviceable part.

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12-26 SP-2159C, Rate Switch Gyro, S/N 363, Flt time unknown.
Suspect gyro not switch for 36/deg/min rate turn. Replaced item
with serviceable part.

12-27 SP-118BFX, Roll Servo, S/N 57788, Flt time 122 hours.
Replaced for low clutch sensitivity.

12-28 SP-114705-02-R338, Control, Main Amplifier, Flt time 2:87.
Replaced for gyro precision and low clutch current.

12-29 SP-113459-02, Control, Pitch Trim Servo, S/N 10014, Flt time
136:20. Suspect runaway trim. Replaced item.

Sincerely,

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